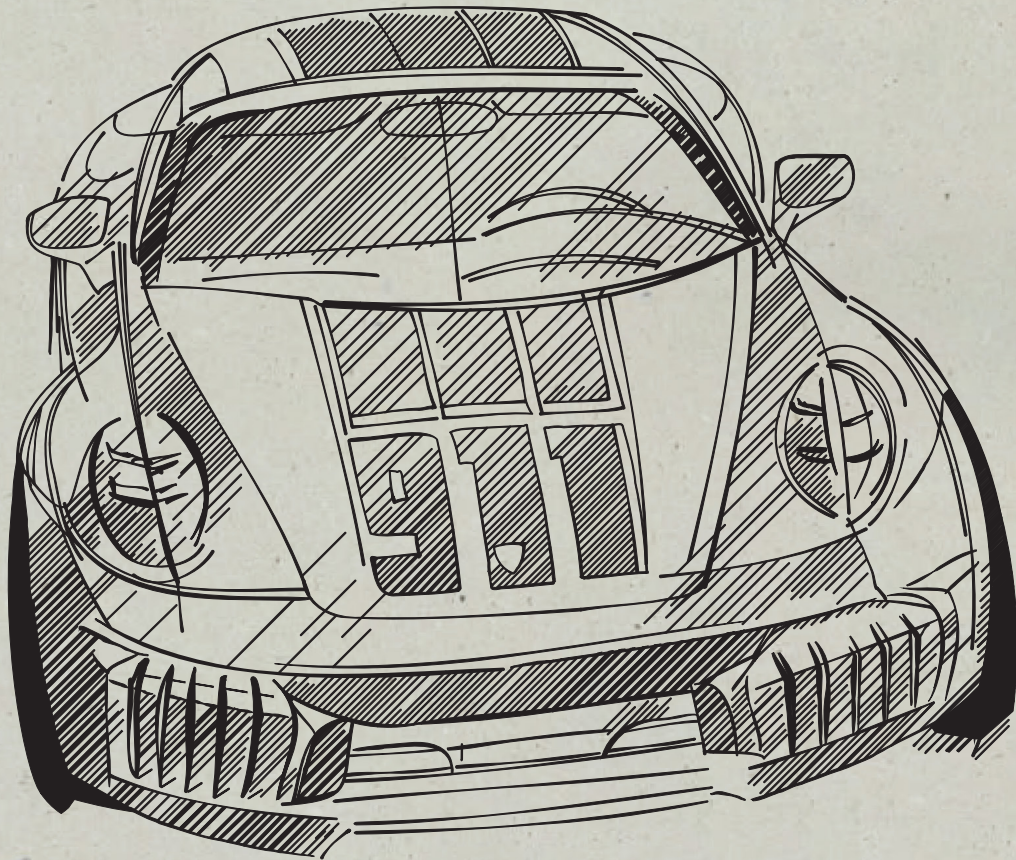


TIMELESS NEWS

ORIGINALE

11 | TEILE. TYPEN. TECHNIK.



PORSCHE

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For fuel consumption, CO₂ emissions, and efficiency class, please refer to page 103.

Heroes

Every genuine part has its own exciting story to tell. Experience each of these stories and gain unique insight into two specially selected highlights.

"No future without a past" is the guiding principle for designing new models at Porsche. The inspiration is drawn from history, and is implemented in a modern and future-forward way. The models of the Heritage Design Strategy are the best example of this. With the limited collector's model 911 Spirit 70, the designers have brought the momentous seventies back to life.



WKD480520

Original repair manuals: they are the holy grail of Porsche literature and are highly sought after by mechanics and collectors alike. But many of these rare pieces show clear signs of wear today. With the new edition of the repair manuals for the 911 F model up to 1971, volumes I and II in German and English, Porsche is not offering a mere alternative, but a genuine original.

The automotive journalist and historian, Wolfgang Blaube, is considered an institution in classic car circles. In addition to his journalistic work, he was chairman of the Automobile History Society from 2013 to 2022 and has been a member of the Parliamentary Group for Automotive Cultural Heritage in the Bundestag for eleven years, which provides technical advice to various departments.

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Wolfgang Blaube is standing in front of the bookshelf in his study. One compartment is filled with seven volumes in red. They are original repair manuals for the 911, more than 50 years old. Four of them are for models from 1972 onwards, divided by assemblies, one for the Turbo and two for the first 911 generation up to 1971. Blaube takes out the last two and places them next to two seemingly identical copies. But upon closer inspection, it is clear that these are new editions. He leafs through them, comparing the new editions against the historical volumes. "They are very, very beautifully made," he says with great admiration, closing the two new volumes and taking them down to his workshop. The historical ones stay where they are.

Originals of this internal literature from the 1960s and early 1970s are now sought-after collector's items. Today, undamaged copies go for top prices, especially complete ones. Lukas Werginz, Product Manager at Porsche, describes the repair manuals as the "holy grail of Porsche literature." They describe everything that can be repaired on the vehicle in great detail. These works are not only popular with mechanics, but also with collectors, of which there are quite a few, as Werginz is well aware. This is in stark contrast to the historical manuals themselves.

The reason for their rarity lies in their original purpose. "These manuals were created exclusively for Porsche authorized workshops. So, they were laying around on workbenches, getting used with dirty, oily fingers.

Pages were torn out or lost because they were not filed back in the right place after use," Werginz explains. Of course, there were always ways to acquire one of these copies. In the end, and especially nowadays, "They are essentially priceless. That's why hardly anyone uses them in the workshop," Werginz continues.

"The historical repair manuals are essentially priceless today," says Lukas Werginz.

With the new edition from Porsche, this barrier has now been significantly reduced; the manuals are now available to everyone. The product managers spared no effort in searching for fully preserved copies, which proved to be a challenge. The manuals show signs of intensive use, but there were also regular supplementary documents sent separately by post. "These documents were not always inserted into the manual by repair shops, or they were put in the wrong place. We wanted to find a full version, of course," Werginz explains. They finally found what they were looking for in copies that had come to the Porsche Museum from the Development Center in Weissach. "They had only been used a few times and were ideal as source texts." After carefully checking them for completeness, every page was scanned in high



resolution. The aim of the post-processing was to reproduce the original appearance of the historical copies as accurately as possible. This involved the project team checking every single image, editing them where necessary, and removing any folded corners, tear holes, or fingerprints. They were printed on paper with the same grammage and feel as was used in the sixties and seventies. To enhance the vintage effect and avoid seeming too new, a more

The slipcase is a new addition. This demonstrates that the new edition meets the high quality standards of Porsche.

intense shade of ivory was chosen for the paper. Then came the high-quality folders in classic Porsche Red, a historic color that was originally introduced by Erich Strenger, a graphic designer closely associated with Porsche. One new element, however, is the slipcase used to package the volumes. “This means the folders are better protected. The ‘Genuine Porsche’ lettering also shows that this is not just a reprint, but a high-quality product in line with Porsche quality standards,” says Werginz.

With so much attention to detail, the volumes still seem too valuable to take to the workshop, unless you also own a historic original like Wolfgang Blaube. For him, the new edition feels tailor-made. His precious collector’s items remain safely on the shelf, while the new editions are used in the workshop. There are currently two projects on his to-do list. He is overhauling the engine of his wife’s 1976 911 while his 1971 911 T in Gulf Orange needs to undergo various maintenance work so he can compete in a few endurance rallies again this summer. Today, he’ll be putting his wrench to work on the 911 T.

“It’s just a classic mechanic’s workshop,” he says as he enters his garage. His enthusiasm for Porsche is clear to see everywhere. A large, illuminated Porsche Crest from the late 1960s is hanging on the back wall. An original set of factory overalls is displayed above the

workbench, and next to it is a Green air duct that undoubtedly belongs to a six-cylinder flat engine. The automotive journalist and historian completed his training as a vehicle bodyshell builder at the Hamburg-based VW and Porsche dealer Raffay & Co. in 1980, and subsequently worked as a buyer for major vintage car dealers before switching to copywriting. He has worked exclusively as an automotive journalist and historian since 1997. For many fans of historic vehicles, he has long been more than just a journalist. He is considered an institution on the vintage car scene.

And he makes no secret of the fact that he has a very special place in his heart for Porsche. In addition to the 911 T, he also owns a 928 S from 1983 and a Boxster S from 2002. “For me, a Porsche has always been the perfect sports car, reliable and extremely durable.” The new edition of the repair manual also confirms this conviction. There is also an excellent supply of spare parts. “When it comes to parts supply, Porsche really is the best. I can get all the parts I want, and each one fits perfectly, be it a window seal, a screw, or a wheel hub.” He cites his daughter’s 924 S as an example: “I can also get every part I need for that at absolutely fair prices. And everything works perfectly, which increases my confidence even more.”

“For me, a Porsche has always been the perfect sports car, reliable and extremely durable.”

Today we are checking the front wheel bearings. “This is not part of standard maintenance work because, when used responsibly, the wheel bearings hardly ever wear out. But since I also use the vehicle for sporty drives and long classic car rallies, I check the fine adjustments regularly.” It’s not a job he does every day, though. And that’s why he is opening up the repair manual specifically to that section. “Take the wheel off, remove the dust cap from the wheel hub, adjust the lock nut.” He could probably do that in his sleep. However, looking at the manual is helpful for getting the correct torque. He keeps working until everything

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In addition to his 911 T, model year 1971, and his 928 S from 1983, Wolfgang Blaube also drives a Boxster S from 2002.

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A look into Wolfgang Blaube’s workshop: His enthusiasm for Porsche is clear to see in so many details, from a large Porsche Crest and the set of factory overalls, to the camshaft housing of the 928 S with its distinctive Porsche lettering.



fits to his satisfaction, at which point he can reassemble the dust cap and wheel.

“This is much easier thanks to the precise information in the repair manual,” he explains. That holds true for people in the trade, but amateur mechanics should continue to contact their Porsche Classic Partner or Porsche Center. Of course, some jobs require special tools. He goes to the rear of his 911 T, opens the engine cover and checks the V-belt tension with his finger.

“It can't be adjusted without the right tool. No chance.” Porsche did, however, include the appropriate hook wrench in its tool kit. But this is no longer available in every vehicle. Porsche has also provided a solution here. The tool rolls for classic vehicles are made in a design true to the era (Black and White Pepita for the 911 F model, for example) and equipped with tools that meet the highest original quality standards. Together with the repair manuals, they are the perfect combination for the workshop of an early 911. ■

Wolfgang Blaube is working on fine-tuning the wheel bearings. “This is much easier thanks to the precise information in the repair manual,” he explains. That holds true for people in the trade, but amateur mechanics should continue to contact their Porsche Classic Partner or Porsche Center.



**Porsche 911 Repair Manual Volumes I and II
(German) in a magazine holder**

Part no. WKD480510
911 F model (1965–1971)



**Porsche 911 Repair Manual Volumes I and II
(English) in a magazine holder**

Part no. WKD480520
911 F model (1965–1971)

